GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

Contents for Week of January 26, 1931. Vol. IX. No. 27.

1. New Railways, Highways, Bridges and Other Engineering Achievements of 1930.
2. Jidda, Gateway to Industrial Revolt in the Desert.
3. Liberia, Land of Freed Slaves, Copes with Slavery.
4. Auckland, New Zealand's "Last, Loneliest, Loveliest."
5. Changing Fashions in Fairs.

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AT LEAST SEVEN OF THESE CLOCKS ARE WRONG

During her big fairs Leipzig swarms with assorted peddlers. This itinerant clock vendor is from the Black Forest of Germany, selling timepieces made in that region. Obviously, he has failed to "set" them (See Bulletin No. 5).

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New Railways, Highways, Bridges and other Engineering Achievements of 1930

THE year 1930 can show an excellent report card in the matter of building. Engineers in many parts of the world brought people together and made man's work lighter by constructing new railroads, highways, bridges, dams, ports and tunnels.

Steel rails—for a century man's most important device for opening up the wilderness—continued to be pushed into new territory. The longest new railway to be opened was the so-called "Turk-Sib" line in Asia. Extending for a thousand miles, the new Soviet road connects the former Turkestan with Siberia, joining the older rail systems of the two regions.

In Persia, a country practically without railways, rails were laid during the year at both end of the line to connect the Caspian Sea and Persian Gulf ports.

In Africa plans were laid for the building of new railways in southern and northern Tanganyika and Uganda. Actual construction work in central Africa, however, was confined to the important Benguela Railway, which will provide a direct outlet to Lobito Bay, Angola, an Atlantic port, from the Katanga copper mines of the Belgian Congo. The transportation of this ore more cheaply than at present is looked upon by economists as of great import to the world's copper industry. The 1,300-mile road is within a few months of completion.

Salvador Gets Caribbean Rail Outlet

During the first week of 1930 Guatemala and Salvador celebrated the opening of one of Central America's few international railways, connecting the existing rail systems of the two countries, and providing Salvador with its first outlet to the Caribbean.

In the United States the bulk of new railway construction during 1930 was carried on in the plains region of northwest Texas and in the extreme southern portion of the same State. In early autumn the Secretary of the Interior drove the first spike of the short railway in Nevada that is to connect Boulder Dam on the Colorado River with existing rail lines.

Canada's railway to Hudson Bay was completed but is not yet open for traffic because of the necessity for constantly increasing the ballast on the sections through marshy regions.

An important addition to Turkey's rail system was opened formally on August 31. It connects Angora, the capital, with Sivas, 250 miles to the east. In northern Spain a railway under construction since 1925 to connect Calatayuo, northeast of Madrid, with Santander, on the Bay of Biscay, was opened with all but the northernmost 30 miles completed.

The creation of a new port at Hulutao, Manchuria, on the Gulf of Liaotung, was begun in July. Construction work at Port Churchill on Hudson Bay was carried on steadily, docks and grain elevators being added to the equipment previously in place. The first section of a new port at Ascunción, Paraguay, on the Paraguay River, was inaugurated in January, 1930.

Few Great Dams Completed

Only a few large dams were completed in 1930, but work progressed on a number of such structures in various parts of the world. In the Soviet Republic a dam three-quarters of a mile long across the Ural River was completed in four months. A much larger dam across the Dnieper River at Dnieprostroy is nearing completion. Work of raising the height of the famous Aswan Dam across the Nile by 30 feet was under way.

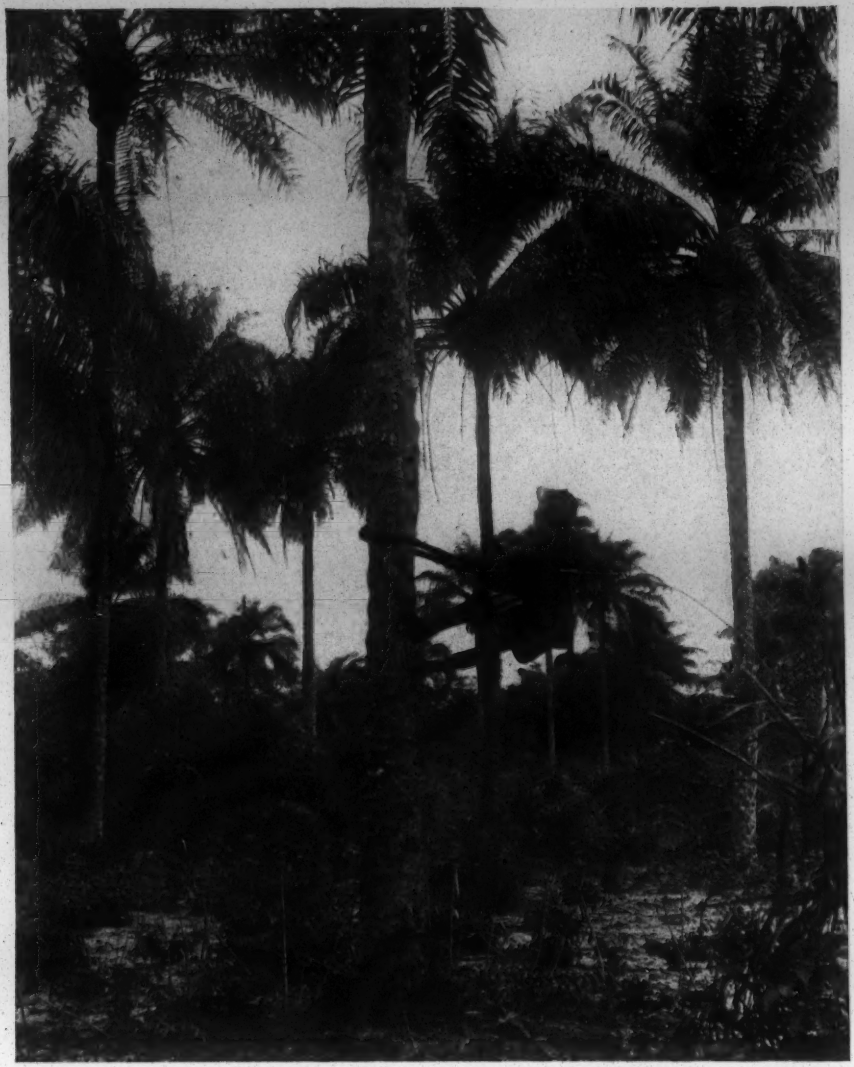
In the Madras Presidency of India, at Mettur, construction work continued on one of the world's largest dams. It will create a reservoir 40 miles long and will impound more than 93 million cubic feet of water.

In Oregon work was carried forward on the Owyhee Dam, to be one of the largest in the United States. In New York State the Conklingville Dam across the Sacondaga River Valley was completed in March, 1930. The artificial lake which is slowly forming will exceed Lake George in size. The huge Bouvet Carre Spillway above New Orleans, which is to form an outlet for flood waters of the Mississippi into Lake Pontchartrain, was carried nearly to completion during the year.

Stimulated by President Hoover's request that public works be pushed as a factor in increasing employment, American highway construction went forward vigorously during 1930.

In Mexico, which until recently had few highways over which automobiles could travel, modern highways have been extended during 1930. The motor road between the Texas border and Monterey has been pushed farther southward toward a junction with highways being built northward from Mexico City. This will form a long link in the projected Inter-American Highway connecting South, Central and North American countries.

In Panama another link in the highway scheme was built during the year near the Costa



© Photograph by T. J. Allardyce

A LIBERIAN "STEEPLEJACK" CLIMBS AN OIL PALM

The oil palm is probably Liberia's greatest natural resource. Forests of this tree are extensive along the coast and in the northern hinterland. Palm oil is used in enormous quantities in Europe and the United States in the manufacture of soap and in the tin-plate industry. It is also an important article of food among West African native tribes, "palm-oil chop" being one of the few native dishes which have been adopted by European and American residents (See Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Jidda, Gateway to Industrial Revolt in the Desert

MODERN, progressive Ibn Saud, King of Hejaz and Sultan of Nejd, dominant ruler of the Arabian Peninsula, has just signed a contract for fifteen wireless stations. Thus, amid the caravan life of Biblical times, emerge intricacies of the modern industrial era.

Only Moslems Need Apply for Work

Even the holy city of Mecca will have its wireless telephone and telegraph, although only Mohammedan faithful may construct and operate the system within the sacred precincts. Portable wireless sets on motor trucks will keep Ibn Saud in touch with his two capitals, Mecca and Riad, during the 500-mile desert journey between them. Installation of electric street cars, motor trucks and radios are among King Ibn Saud's plans for the modernization of Mecca and Medina.

Through Jidda, the venerable Red Sea port, the modern industrial revolt is pouring in the form of boxed dynamos, radio tubes, typewriters, motor cars, wiring, and other accessories which Arabia must draw from the "infidel" (non-Moslem) world.

Jidda's wall, inclosing about 30,000 Moslems, and a mere handful of "infidels" rises above the sun-baked eastern shore of the Red Sea about midway between Aden and Suez. Coral reefs stretch menacing arms into the broad natural Jidda harbor; and large vessels, bearing thousands of pilgrims annually from Africa, Asia, and even the East Indies, anchor beyond these obstacles.

Visited by Few "Infidels"

A thrilling ride on a choppy sea in a small craft; a short stay at an island quarantine station if one is healthy and clean; and another short boat ride, and the traveler sets foot on the Jidda quay, a feat that only a few "infidels" have accomplished, for Jidda does not extend a Gothamlike welcome to non-Moslems, nor do the hot sun and dust of the city's streets attract many curious travelers. The "infidel" population, most of which is engaged in business for foreign firms and foreign governments, numbers about 50.

A bright Arabian sun beating upon the white wall and the long two-story white customs house which introduces Jidda, causes the traveler to squint and, unless he possesses sun glasses, the wrinkles about his eyes become set before he has lived long in the city.

Painted Donkeys

In the tortuous streets beyond the customs building, bordering houses, nearly all of them balconied, offer some shade; but these choice spots are often occupied by loitering natives, some enjoying their gurgling water pipes, some discussing the latest caravan that left for the Holy City, and some squatting at the feet of donkeys for hire. Now and then one comes upon one of these stubborn quadrupeds with nose, neck, and the area around the eyes painted in such a manner that they would make splendid partners for western circus clowns.

Here and there Jidda streets open into small squares. The traveler, who has been blindly working his way through clouds of dust raised by shuffling camels' pads, heaves a sigh of relief on entering such a broad breathing space.

Shortly, however, he finds that the square affords merely a larger area than the streets for caravans to assemble, a broader area of dust to be stirred with every movement of an animal or a human being, and a greater opportunity for the sun's rays to have an unhampered thrust at already parched pedestrians.

Rican frontier, and in Salvador similar work was under way. In Ecuador, South America, 140 miles of highway that will become a part of the Inter-American road was modernized during the year. This road connects Riobamba and Quito.

One of the most important single highway developments of 1930 was the completion of the 700-mile road extending through the middle of Cuba, connecting Havana and Santiago.

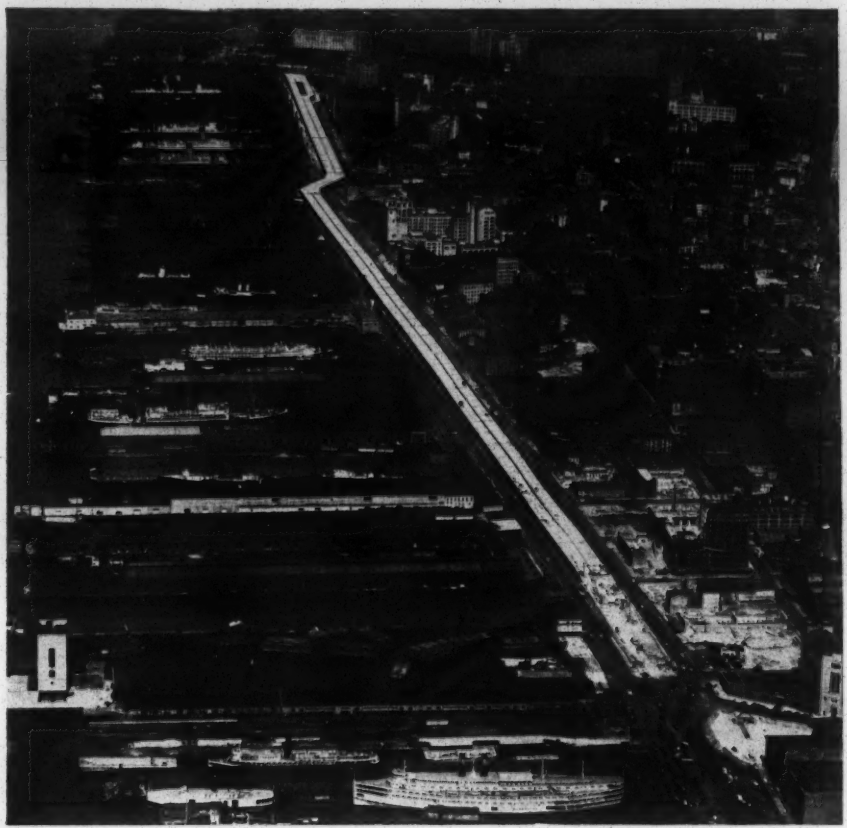
Both above and below ground, New York City, during the year, has taken steps toward increasing its traffic facilities. The structural work on the Eighth Avenue subway was completed from 207th Street to Chambers Street, and the laying of tracks, building of stations and installation of lighting is progressing rapidly. Late in the autumn the first unit of the raised automobile highway along the Hudson River was opened for use.

The steel frame of the world's largest arch bridge, extending across Sydney Harbor, Australia, had its last girder put in place in August, but probably will not be open for traffic until the last of 1931. The central arch has a single span 1,650 feet. The cables of the huge suspension bridge across the Hudson River at 178th Street, New York City, were completed during the year, and work was started on the decks.

The longest tunnel in the Orient and the seventh longest in the world—the Shimizu Tunnel—was opened in Japan during the year. It is six miles long and has been under construction since 1922. It shortens the rail distance across Japan's main island by 61 miles.

During 1930 the world's two tallest structures were completed in New York City, the Chrysler Building, 22 feet higher than the Eiffel Tower; and the Empire State Building which reaches a height of 1,245 feet and tops the Eiffel Tower by 220 feet.

Bulletin No. 1, January 26, 1931.



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NEW YORK'S NEW ELEVATED MOTOR HIGHWAY

This non-stop boulevard, one of the most important engineering feats of 1930, carries a swift stream of cars between Canal Street and 22nd Street. Eventually it will be continued to the foot of Riverside Drive, at 72nd Street. The white brick tower in the lower left corner is one of the ventilating shafts of the Holland tunnels, an achievement of 1927.

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Liberia, Land of Freed Slaves, Copes with Slavery

LIBERIA, which has just received a note from the United States State Department criticizing the prevalence of slavery in the country, is, strangely enough, a negro republic founded by freed slaves from the United States

After traveling up the West African coast, touching at ports in British, French, Belgian, and Portuguese colonies, all of which are decidedly foreign, distinctly West African, and altogether "far-away" in character, most Americans experience, when the slow West Coast steamer turns its nose into Monrovia Bay, a feeling of being much nearer home than the 4,000 miles which actually separates them from the nearest American ports.

Eleven Stripes and a Star

The steamer, cautiously approaching the shore, finally drops anchor and awaits a brave little surfboat, pulled by twenty stalwart natives in white duck uniforms, at first a tiny speck in the huge waves churning over the dangerous bar. The feeling of interest is intensified when the boat approaches nearer and a flag is made out at its stern, so like the Stars and Stripes as to be readily mistaken for our flag. The Liberian emblem, however, has only eleven stripes and one lone star.

Monrovia, the capital, named for an illustrious American President, is the largest town in the Republic. Not many cities in the world have a harbor more picturesque.

Nature seems to have lavished great care on this out-of-the-way tropical stopping place. Monrovia Bay is about 7 miles wide, and vessels enter the harbor in the center, with Cape Mount far off toward the left and Monrovia Point, high and rocky, on the right. Between the Cape and the Point is an oval background of sandy beach and majestic palms.

Climbing the hill, two or three blocks, one comes to Ashman Street, the chief residential thoroughfare, which is very pleasing in aspect. The Executive Mansion, the foreign legations and consulates, the War Department Building, and the Representatives' Hall lend to its importance. On this street are also several of the best residences, well constructed of brick, after the fashion of American houses of the Colonial days, with columns along the front.

When the American Colonists Arrived

The Executive Mansion is a large, white, three-story structure—and it has its "East Room."

Here and there along the coast the original settlers—negro freedmen from the United States—founded little towns and settlements. They were sent from America back to the lands of their ancestors by the American Colonization Society, in which such men as President Monroe, Henry Clay, and others were interested. This movement began in 1816, and the first vessels, sailing schooners chartered by the American Government, set forth from New York in 1820-23.

Many of the first settlers succumbed to African fevers; others were killed by hostile natives. Indeed, the early efforts of these civilized Americo-Liberians to establish themselves on the African coast were not unlike those of the early colonists at Jamestown and the seekers of new homes who landed at Plymouth Rock. Finally they acquired right to certain lands by purchase from native chiefs.

To see Jidda, travelers must walk or mount a camel. One may hire a place in a shugduf, a wooden frame fitted over a camel's hump with a tray on each side, forming seats for passengers. The shugduf is kept in place mainly by balance. The natives often are amused when an uninitiated visitor in one side of a shugduf thoughtlessly leaves his seat, and his companion in the other seat is dumped on the ground.

Perhaps the most comfortable spots in Jidda are in the bazaars where extending roofs shade the street, allowing only thin pencils of sunlight to touch the human mass below. In one bazaar street the traveler rubs elbows with black Moslems from Africa, deeply tanned Arabians, and yellow, brown, and reddish brown Asiatics. Many are permanent residents; other are here to fulfill one of the greatest aspirations in the life of a Moslem—a visit to Mecca.

Note: Arabia, including Hejaz, Nedj, Aden, Oman and other divisions of this vast desert plateau, is described in "A Visit to Three Arab Kingdoms," May, 1923, *National Geographic Magazine*: "The Rise of the New Arab Nation," November, 1919; "Mecca the Mystic," August, 1917.

Bulletin No. 2, January 26, 1931.

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THE MOST SACRED SPOT FOR ONE-SEVENTH OF THE WORLD'S PEOPLE

The sacred Ka'aba, in Mecca, is supposedly a reconstruction of the stone house in which our first parents dwelt in Paradise. The buildings which surround it are used for housing pilgrims. This House of God (Beit Allah) is the goal of pilgrimage for every devout Mohammedan. Near it the new Mecca radio station will be erected by King Ibn Saud.

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Auckland, New Zealand's "Last, Loneliest, Loveliest"

MORE than a hundred whales, moving slowly southward to summer (our winter) quarters in the waters surrounding the Antarctic continent, were overtaken by a terriffic storm recently along the coast of the North Island of New Zealand and dashed to death on the rocks. Dispatches from Auckland describe the pitiful plight of these sea monsters, helpless against the pounding surf. Auckland's citizenry had to spend more than $2,000 to have the remains towed out to sea.

Gateway to the South Seas

Auckland, New Zealand, which is called "Last, loneliest, loveliest" by Kipling, may still seem lonely to those who never visit it; but with its 209,000 inhabitants, and all the trappings of a modern American or English city, it has interests of its own which make the average Aucklander give scant thought to his geographic isolation. Auckland is the largest city in New Zealand.

There are other factors that work to banish thoughts of loneliness from the minds of Aucklanders. The port has become the busy center of trade with the South Sea Islands; and the ships of some of the chief Pacific steamer lines from San Francisco and Vancouver put in at Auckland on their voyages to and from Sydney.

Two Harbors to Choose From

Auckland has an example of the lavish way in which Nature has dealt wonderful harbors to Australasia. The main Auckland harbor, opening to the east—Waitemata Harbor—furnishes about six square miles of deep, land-locked water; and this opens upon Hauraki Gulf with an area of hundreds of square miles. A ship must steam 30 or 40 miles north from Auckland before it meets the swell of the Pacific, so well is the Gulf protected by its barrier islands.

In addition Auckland has a back-door harbor in reserve. The city is built on a hilly isthmus only six miles wide, with its main harbor on the east, and an almost equally commodious protected body of water, Manukan Harbor, on the west. The site of the city is the narrowest point of North Island, one of the two large land masses of New Zealand; but to transfer ships from one harbor to the other—six miles apart—would entail a trip of more than 400 miles.

A Reminder of America—Hot Roasted Peanuts

Auckland's business section lies along the waterfront on the south side of the harbor, and along Queen Street, whose well paved, level surface hides a creek bed of early days. Substantial business blocks, some six and seven stories high, give the streets an aspect of an American city of a decade or so ago. The population of Auckland is about 160,000. One touch of America is contributed by little peanut carts, with their cheery steam whistles, to be found on some street corners.

The residence sections of Auckland ramble up the slopes of hills that rise a short distance from the harbor. The entire isthmus is covered with old volcanic cones of various sizes, the highest, Mt. Eden, reaching an altitude of 640 feet. This eminence is a favorite objective for sightseers, dividing popularity with One Tree Hill which is included in a magnificent 300-acre park.

In 1847 the little settlements along the coast united to form the Republic of Liberia, and published to the world two documents—their Declaration of Independence and Constitution—both of which take the form of their prototypes in American history.

Never have the Americo-Liberians penetrated far inland. Their towns are along the seacoast, and for 15 or 25 miles up the principal rivers their settlements and farms are found.

Palm oil, which all Europe finds indispensable in its soap making, in glycerine production and in other industries, is produced by the natives and forms a remunerative export, which could be vastly increased by transportation from the great palm forests.

Climate, rainfall, and an extremely rich soil make Liberia a suitable place for the cultivation of rubber. One American company already has extensive plantations in the republic.

Bulletin No. 3, January 26, 1931.

Note: Students wishing additional material on the life, customs and native industries of this strange African republic may consult "The Land of the Free in Africa," October, 1922, *National Geographic Magazine.*

© Phelps-Stokes Fund Photograph

THE EXECUTIVE MANSION AT MONROVIA

The official residence of the President of Liberia, like our White House, has an "East Room." In the reception room is the framed portrait of Captain Frank H. Schofield, U. S. N., who helped the Liberian government suppress a native uprising a few years ago. Since then all Liberian army rifles have been called "Schofield rifles."

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Changing Fashions in Fairs

NIZHNII NOVGOROD, older than Moscow and once the scene of the most glamorous fairs in all Europe, is slowly being transformed into one of the principal factory cities of Soviet Russia.

Recent reports from the ancient Volga trading port state that the busy and picturesque fairs, which annually drew merchant princes from the whole Russian Empire and the Orient, are no more, but that technical experts and workers are developing vast chemical works, paper mills and hydroelectric plants. The city and its suburbs have doubled in population since the World War.

"Goods Fairs" Were a Medieval Necessity

Nizhnii Novgorod's fair is a victim to changing social conditions in Russia. But many of the other great fairs of Europe have been transformed by mass production, and modern means of bringing the buyer and seller together. Airplanes, railroad networks, and better roads carry goods to even the remotest hamlets, and they bring the wares of the peasant to the market faster, and at greater profit, than the annual journeyings to fixed marketing centers.

Fairs, as devices through which to dispose of goods, were in use in Europe during the early centuries of the Christian era, and became important in the Middle Ages. It was then that two of the outstanding fairs of to-day took shape, that at Lyons, France, and that at Leipzig. The latter dates from about 1170. The Nizhnii Novgorod fair was not founded until the seventeenth century, but since that time it was of great importance to the diversified people from the Orient, who gathered there to exchange their wares.

These and the many similar fairs in Europe were at first "goods fairs," to which were brought great quantities of the actual goods to be bartered or sold. There was no standardization of products in those days and no cheap and efficient transportation systems; and the standards of business ethics were low. It was essential that the actual goods should be handled, examined, and haggled over.

Now It Is the Sample Fair

After railroads criss-crossed Europe and "sample runners" (the European version of "drummers" or commercial salesmen) were sent out in increasing numbers by manufacturers, the goods fairs were no longer necessary in the commercial scheme of things. A number of the old fairs went out of existence under these conditions.

Others, notably the Leipzig and Lyons fairs, modified their methods and have become of even more importance. Instead of assembling goods in great warehouses for sale, fairs now bring together hundreds and thousands of articles as samples. Would-be buyers come from all parts of the world, examine the samples, confidently accept the word of agents that goods furnished by the factories will be as represented, and place their orders.

The rise of the sample fair has been most pronounced since the World War. Among the leading ones now operating, in addition to those at Leipzig and Lyons, are fairs at Paris, London, Birmingham, Vienna, Prague, Gutenberg, Salonica and Valencia, to mention only a few.

New Zealand's famous social legislation makes itself known if one remains long in Auckland. There the discouraged strap-hanger takes a new lease on life, for the cars all display signs reading "no standing on this car." If a "surplus" passenger somehow gets aboard, the car is stopped and he is politely put off. The city is free from congested tenements and the suburbs are filled with neat cottages built by the state for workmen.

All workers have a half holiday once a week in addition to all of Sunday. Saturday is the most popular half holiday, and on Saturday afternoons the streets of Auckland are almost as deserted as on Sunday. New Zealanders are ardent lovers of out-door life, and on holidays usually make for cricket fields, picnic grounds, parks, or the harbor. Auckland probably leads most seaside cities of the world in per capita boat ownership. Hundreds of workmen own boats and on holidays there is a sizeable exodus by water to some of the charming "picnic islands" near the harbor's mouth.

Auckland has a climate not unlike that of Sunny Spain at its best. The temperature seldom rises higher than 82° Fahrenheit in summer (December, January and February) or falls much below 40° in winter (June, July and August). Palms grow in the parks beside the trees common to more northern climes. Grass remains green the year round, and Aucklanders carry on their outdoor life through winter and summer alike.

Bulletin No. 4, January 26, 1931.

Note: New Zealand and its people are dwelt upon in detail in "Waimangu and the Hot-spring Country of New Zealand," August, 1925; "Hurdle Racing in Canoes," May, 1920; "Great Britain's Bread Upon the Waters," March 1916; and other articles in the *National Geographic Magazine* may be found by consulting the Cumulative Index to The Magazine in your school or local library.

© *F. G. Radcliffe*

THE LAND OF NATURE'S FIRELESS COOKERS: WHAKAREWAREWA

At this ancient Maori village, not far from Auckland, is a prodigious amount of hot mineral water. The houses are perched in flimsy fashion around, between, and sometimes upon, boiling springs and fumaroles. The thrifty, clever natives use these vents and springs as fireless cookers for their food, as washtubs, and for outdoor hot baths.

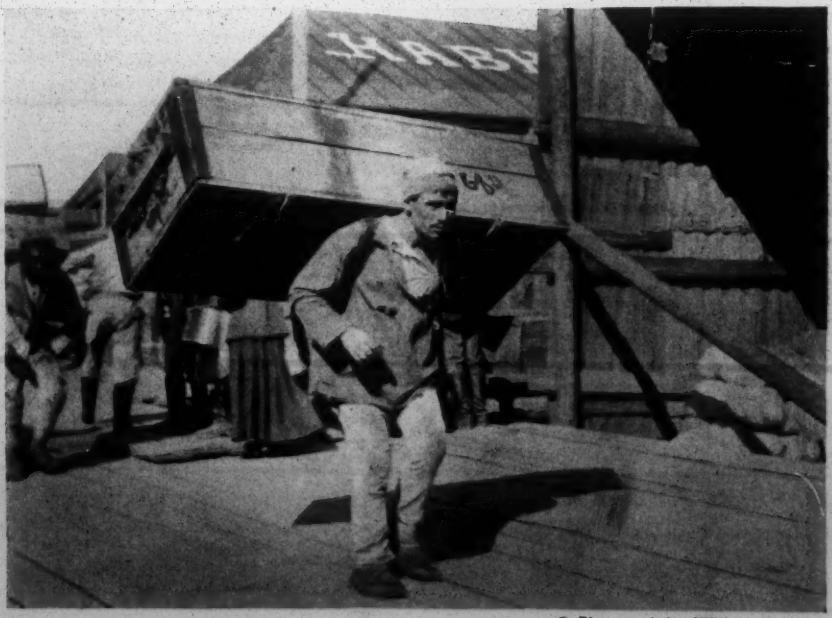
Leipzig Greatest of "Broad Fairs"

While some modern sample fairs deal with a practically unlimited variety of products, other specialize. Leipzig is probably the greatest of the broad fairs. Lyons, too, has a variety of products, but emphasizes silks. The Paris fair concerns itself largely with French goods, and the London and Birmingham fairs are exclusively for British products.

The sample fair in its broader aspects has not yet become established in the United States, but may be on the way. Certain cities maintain permanent industrial exhibits; and numerous industries have periodical "shows" for their particular goods: automobiles, radio devices, ceramics, fabrics, gift articles, and the like; and again, at conventions, such as that of the National Education Association, materials and devices of particular interest to the assembled delegates are displayed by hundreds of manufacturers and distributers.

Bulletin No. 5, January 26, 1931.

Note: See also "Renascent Germany," December, 1928, *National Geographic Magazine;* and "Voyaging on the Volga Amid War and Revolution," March, 1918.



© Photograph by William T. Ellis

HE RIVALS THE VOLGA BOATMAN IN STAMINA

The stevedores along this most famous of Russian rivers sometimes transport unbelievable burdens on their backs. A full-sized packing case, such as two draymen in America move only by turning from side to side, is carried by these Samsons of the Steppes up steep gangplanks and for considerable distances along the bank. The stevedore was a familiar figure at Nizhnii Novgorod in the days of the great fairs prior to the Russian revolution.